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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SUBJECT Grossenhain Airfield

CONFIDENTIAL

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1. On 11 October 1950 many individual flights were made at the Grossenhain (N 52/A 01) airfield by jet fighters with swept-back wings, rudder assemblies slanting to the rear and nose wheels. A single-engine, low-wing monoplane with radial engine and retractable landing gear also made individual flights.
2. Eighteen jet fighters with navigation lights made individual local flights between 8 p.m. and midnight on 11 October. (1) The lighting facilities at the field included: two red rings fitted at altitudes of about 50 and 90 meters on a smokestack, 96 meters high, which was part of the paper mill on the southern edge of the field; a red light on both a southern and a northern hangar; a red light on top of Spittelberg north of the field; two red lights south of the southeastern end of the NW-SE runway; a searchlight mounted on a truck on the northern side of the NW-SE runway about in line with the second red light; two green lights, one set next to a truck, on both sides of the runway farther toward the northwest, at the point where the aircraft touch the ground on landings; additional lights, green ones to the south and white ones to the north, arranged along the runway farther to the northwestern end; and one searchlight at the northwestern end of the runway. (2)
3. Take-offs and landings were made individually. About three-fourths of the runway length was used at take-offs. The turbine was running for about $\frac{1}{2}$ minute before the plane took off. During the take-offs the runway was not illuminated by searchlights. The searchlight at the northwestern end of the runway rotated during the flying or tried to get the aircraft into its beam which were flying at an altitude of about 3,000 meters. When a plane approached the field to land there the searchlight beamed its light at an angle of about 35 degrees in the landing direction. At the same time the searchlight southeast of the runway was switched on and illuminated the runway.
4. On 13 October, it was learned that Major Stein (fnu) was the commander of the field. Stein was previously town commander of Grossenhain. Captain Gosh (phonetic spelling) (fnu) was administrative officer at the field. He wore red-bordered silver epaulets. (3)

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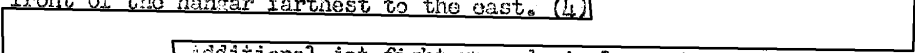

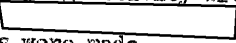
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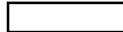
5. There was intensive night flying with jet aircraft at the field on 18 and 19 October. (1) Boundary lights, about 40 to 50 meters apart, were seen in the southeastern corner of the large runway and in its extension. The lights were blue in the daytime and red at night. (2) A radio station was set up about 400 meters southeast, and in the extension of the NW-SE runway. It consisted of a radio truck with a braced antenna about 5-meters high on top of it, a trailer with a 3-meter antenna, and a shelter under which two sentries were posted.
6. Between 8 a.m. and 4:30 p.m. on 6 November the field was observed from the western and southern edges in a cloud base of about 100 meters and visibility of 2 kms. One biplane and 11 jet fighters were parked in front of the hangar farthest to the east. (4)
-  Additional jet fighters and single-engine fighters were seen in the hangars farther to the west, some of which were open. There was no flying.
7. A radio beacon consisting of four wooden masts about 10 meters high was located in the western extension of the runway at a distance of about 500 meters from the end of the runway. The masts, arranged in a square, were 20 meters apart. They had insulated guy-wires and were interconnected by other wires. It could not be determined whether the connecting wires had also insulators or whether cables led to the cabin in the middle of the square. The terrain around the beacon was level. (5)
8. A radio truck with a rod antenna on top was about 500 meters south of the radio beacon. The truck antenna was connected to a braced mast about 8 meters high by an antenna about 20 meters long which had two insulators. From the mast there was a connection to the telephone central on Elsterwerdastrasse by means of an overhead cable. (6)
9. A radio truck with an extended rod antenna about 6 meters high was just east of the eleven parked jet fighters. Four searchlights about 1 meter in diameter fitted on wooden masts about 2 meters high were in the western section of the landing field in the extension of the runway. There were stationary landing lights, about 80 to 100 meters apart, along the NW-SE runway.
10. The barracks buildings in the southwestern section of the field were fully occupied by air force soldiers and their dependents. A Volkspolizei headquarters was apparently quartered in a house west of Elsterwerdastrasse since two VP sentries were posted there.
- 25X1  Comments.
- 25X1 (1) Night flying activity with Mig-15 jet planes is possible as it is confirmed  in paragraph 5. Apparently only individual flights were made.
- (2) This is the first information on lighting facilities at the field. The runway boundary lights, obstacle lights, and markings along the approach lanes, is similar to that previously observed at other airfields in the Soviet zone of Germany. For sketch of lighting facilities, see Annex 1.
- (3) The names of the commander and administrative officer are reported for the first time.

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- (4) The jet aircraft reported do not represent the total strength of jet planes in Grossenhain. Their exact number has not been reported, but they are estimated at a minimum of 35 or 40. Two fighter regiments are still believed to be stationed at the field. New jet aircraft types have not been seen in Grossenhain.
- (5) The presence of the radio station was reported previously The assumption that it is a radio beacon has not been confirmed. For location and sketch of radio station, see Annexes 2 and 3.
- (6) For location and sketch of radio truck, see Annexes 2 and 3.

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3 Annexes: 3 sketches on ditto.

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